## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

S-E-C-R-E-T

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 763 and 784, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unautherised person is prohibited by law. The presentation of the Principles of the U.S.

This is UNEVALUATED Information  THE SOURCE EVAMATIONS IN THIS REPORT ARE DEFINITIVE.  THE APPRAISAL OF COMPANY SE INVESSES.  (FOR RAY SEE INVESSES)  1.  It naval vessels of the same type were seen directly across formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Nurmanak to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight—tun lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 DET was in one; this ship almost filled the dock. The second dock was each as the first. The it were the control to	25 25X1 25 25
This is UNEVALUATED Information  The source evaluations in the agent are between the formation on a course for humansk. At Port Ekonomiya. In the ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Nurmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streaklined coming tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Fort Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight—ton lifting capacity, and each had a coatrol house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A carge ship of about 2,500 DFF was in one; this ship almost filled the dock. The second dock was the same stake as the first. The tract tracks are the same stake as the first.	25X1 25
This is UNEVALUATED Information  The source evaluations in this agree are departure.  The appearance of content is tentative.  (FOR REV SEE MAYERS)  The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were ready to go to Nurmansk to be laid up for the viater.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined comming tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight—ton lifting capacity, and each had a control house on the teg.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of gbout 2,500 EMF was in one; this ship almost filled the dock. The second dock was the same size as the first. This tracks	25X1 25
This is UNEVALUATED Information  THE SOURCE EVALUATIONS IN THE REPORT ARE DEPORTING.  THE ADVANCE OF CONTROL IN THATATIVE.  (FOR MY SEE MYSSEE)  1. It naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steeming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined comning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the top.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 MT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were the	25
This is UNEVALUATED Information  THE SOURCE EVALUATIONS IN THE SEPONT AND EMPORTURE.  THE APPRAISAN OF CONTENT IN TRANSMINE.  (FOR MY SEE INVESCE)  1. Lio naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined comming tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a coatrol house on the top.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 MT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were the	25
1. Ib naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined comning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the top.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 BMT was in one; this ship almost filled the dock. The second dock was the same stag as the first.	25
16 naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined comming tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a coatrol house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 MT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were the	25
1.  1.	25
It naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmanak to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the teg.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 BMT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	
It naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the teg.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 BMT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	
It naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the teg.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 BMT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	
It naval vessels of the same type were seen directly across from Svyatoy Nos (N 68-10, E 39-48). The vessels were steaming in line formation on a course for Murmansk. At Port Ekonomiya, there were 18 vessels of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Murmansk to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the teg.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 BMT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	
At Solombala there were 19 vessels, also of the same type.  At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Nurmanak to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 by wee in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	
At Solombala there were 19 vessels, also of the same type. The ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Nurmanak to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight—ton lifting capacity, and each had a control house on the top.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 but was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	20
ships were all being made ready to sail. A Soviet pilot said that the ships were ready to go to Nurmanak to be laid up for the winter.  2. At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight—ton lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship—yard. A cargo ship of about 2,500 but was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	25)
<ol> <li>At 2030 hours on 15 October, a large submarine passed quay No. 26 on its way out of the port. It had a very rounded bow, a streamlined conning tower, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.</li> <li>There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the tep.</li> <li>There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 but was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two.</li> </ol>	25)
er, two antiaircraft guns forward of the tower and one aft. It had lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 but was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	
lights both fore and aft and was longer than 258 feet in length.  3. There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 but was in one; this ship almost filled the dock. The second dock was the same size as the first. In it were two	
<ol> <li>There was a single track rail line sunk into the quay at Port Ekonomiya. Farther on, the line was laid on ties and branched off to become two tracks. There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the tep.</li> <li>There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 by was in one; this ship almost filled the dock. The second dock was the same size as the first. In it transitions.</li> </ol>	
There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 but was in one; this ship almost filled the dock. The second dock was the same size as the first. In it terms the	25X
There were three large cranes which travelled on rails on the quay. The railroad tracks were between the crane rails. The cranes appeared to have an eight-ton lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship-yard. A cargo ship of about 2,500 but was in one; this ship almost filled the dock. The second dock was the same size as the first. In it terms the	
an eight-ton lifting capacity, and each had a control house on the tep.  4. There were two floating drydocks at the workshop of the Solombala ship- yard. A cargo ship of about 2,500 DNT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it type the	
4. There were two floating drydocks at the workshop of the Solombala ship- yard. A cargo ship of about 2,500 BMT was in one; this ship almost filled the dock. The second dock was the same size as the first. In it was the	
the dock. The second dock was the same size as the first. In it was the	
one dock. The second dock was the same size as the first. In it was the	
THE TENTON OF THE PROPERTY OF	
small naval vessels. In another, a short distance behind the shipyard there was a Liberty ship. On the outer side of the shipyard there were two	
one dock. The second dock was the same size as the first. In it was the	

TATE X ARMY X NAVY X AIR X FB1 AEC

S-E-C-R-F-T

S-E-C-R-E-T	25X1 25X1
-2-	
naval vessels which were new. One was red-le ded and the other was having its rigging and stack installed. Each vessel had a flush deck, two guns behind a shield on the foredeck, a bridge with one stack and a low mast, and two guns behind a shield on the afterdeck (see sketch below).	25X1

5. At 1400 hours on 22 October, a large jet aircraft was seen. It approached at a low altitude but it was climbing and on a westerly course. The wings were fairly straight and were placed semewhat high on the fuselage.

## Sketch of Soviet Maval Vessel:

